

**Department of Transportation  
and  
Infrastructure Renewal**

**Annual Accountability Report  
for the Fiscal Year  
2010-2011**

July 13, 2011

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## **1. Accountability Statement**

The accountability report of the Department of Transportation and Infrastructure Renewal (TIR) for the year ended March 31, 2011, is prepared pursuant to the Finance Act and government policies and guidelines. These authorities require the reporting of outcomes against the Department of Transportation and Infrastructure Renewal Statement of Mandate for the fiscal year 2010-2011. The reporting of TIR outcomes necessarily includes estimates, judgments, and opinions by the Department's management.

We acknowledge that this accountability report is the responsibility of the Department's management. The report is, to the extent possible, a complete and accurate representation of outcomes relative to the goals and priorities set out in the Department's 2010-2011 Statement of Mandate.

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Minister  
Hon. Bill Estabrooks

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Deputy Minister  
David Darrow

## 2. Message from the Minister

It is my great pleasure, as the Minister of Transportation and Infrastructure Renewal (TIR), to present the Department's accomplishments for the fiscal year 2010-2011. The Department continued its efforts towards improving and expanding our roads and highways helping to create good jobs, grow the economy, and sustain and strengthen our communities.

In 2010-2011, we continued to invest in infrastructure projects under the Base Funding Agreement and the Stimulus Funding Agreement. This year's \$310 million capital construction budget was the second largest in the province's history after a record \$325 million investment in highway infrastructure in 2009.

The Department introduced the *Five-Year Highway Improvement Plan* for the construction, maintenance, and improvement of roads and bridges across Nova Scotia. This new way of doing business supports improved planning for road builders and provides important information for communities. The plan outlines major construction projects, repaving, major bridge replacements and maintenance, and infrastructure work plans on a year-by-year basis over the next five years, and enables Nova Scotians to track provincial road improvements on a yearly basis.

We continued to invest in the expansion of the 100-series highway system; completed upgrades and repaving of trunks and routes across the province; increased the use of seal coats, thin lift overlays, and other pavement preservation techniques; and continued to install the Weigh-in-Motion (WIM) systems and to enhance bridge inspections.

Seven new officers were hired, certified, tested, and trained to help increase the number of commercial vehicle inspections completed and increase hours of operation of Vehicle Compliance Stations. We implemented a number of better regulations for the commercial trucking industry, clarified weight restrictions for short wheelbase trailers, road classifications, and introduced new guidebooks for farmers and truck drivers.

In 2010-2011, TIR continued its commitment to providing efficient and sustainable buildings and to decrease energy consumption. Twenty-one government buildings have been converted from oil to natural gas; two buildings have been identified to be designed as natural gas buildings; and the design and construction of four new buildings have been targeted to LEED Gold Certification.

The Department continued work on the Trunk Mobile Radio systems replacement project to help ensure cost effective, quality inter-operable region-wide field services are available to emergency, public works, and private sector bodies into the future. A Request for proposals (RFP) was released on August 12, 2010, and is scheduled to close in the fall 2011.

I would like to commend all TIR employees on our 2010-2011 accomplishments and offer my ongoing support for 2011-2012. We have a strong, dedicated and hard-working workforce, and I look forward to continuing to lead the Department as we provide quality and effective services to government clients and all Nova Scotians.

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Hon. Bill Estabrooks  
Minister  
Transportation and Infrastructure Renewal

### 3. Financial Results

Program & Service Area	2010-2011 Estimate (\$ thousands)	2010-2011 Actuals (\$ thousands)	Variance (\$ thousands)
<b>Departmental Expenses</b>			
Senior Management	943	971	28
Corporate Services Unit	3,412	2,972	(440)
Policy and Planning	1,215	1,182	(33)
Nova Scotia Gateway	1,061	664	(397)
Highway Programs	336,131	344,992	8,861
Public Works	54,581	54,285	(296)
<b>Total Departmental Expenses</b>	<b>397,343</b>	<b>405,066</b>	<b>7,723</b>
<b>TCA Purchase Requirements</b>	<b>366,390</b>	<b>335,402</b>	<b>(30,988)</b>
<b>Provincially Funded Staff (FTE's)</b>	<b>2,011.0</b>	<b>1,996.0</b>	<b>(15.0)</b>

#### Budget 2010-2011 to Actual Variance –

Overspending in Highway Programs was primarily the result of:

- Increased work under the Highways and Bridges section as a result of significant storm damage - \$7.2 million
- Projects that did not meet the TCA threshold amount being transferred from capital to Maintenance Improvements - \$2.6 million
- Increases in Snow and Ice Control - \$1.6 million
- Increased cost in employee benefits - \$0.6 million

These increases were offset somewhat by savings in other areas of the division.

Reduction in capital spending (TCA) occurred in both the highway and public works sections of the capital budget:

- Highway, Bridges and Fleet underspent by \$8.8 million primarily in repaving; these savings were used to offset increased spending in land, substructure and bridges.
- Public Works underspent by \$22.2 million. The largest variance from budget occurred on the following projects:
  - Provincial Data Center - \$3.4 million
  - AgriTech Park Building - \$2.6 million
  - Wood Street Treatment Center - \$2.8 million
  - Provincial Medical Examiner's Office - \$4.2 million
  - Northeast Nova Correctional Center - \$8.3 million

The reasons for the under expenditures are timing delays in finalizing the program requirements, design delays and/or construction delays.

#### 4. Measuring Our Performance

##### **HIGHWAY SERVICES THAT ADDRESS CUSTOMER'S NEEDS**

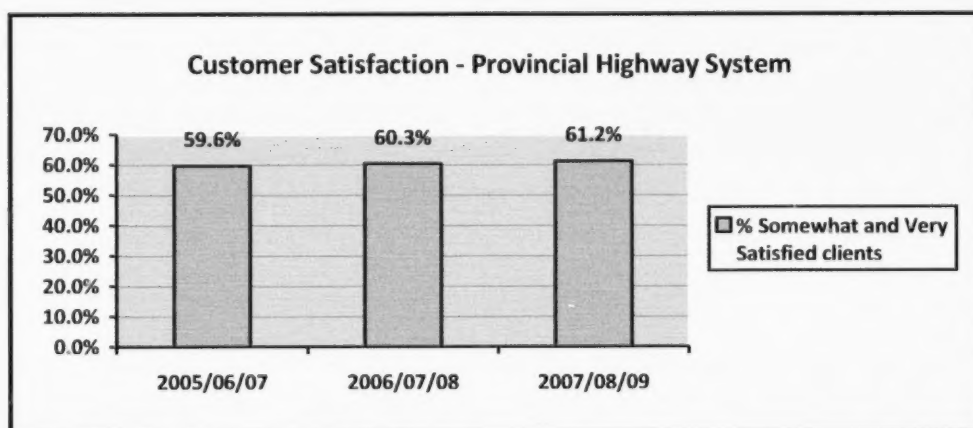
One of TIR's core business areas is Highway Programs. A desired outcome of this core business area is to "provide a safe transportation system and provincial infrastructure to contribute to economic growth and sound environmental services to meet customers' needs."

##### **What Does This Measure Tell Us?**

TIR conducts the Highway Customer Survey to help to measure the Department's success at meeting its goals and objectives and to collect information that helps Highway Programs with developing priorities and assessing programming initiatives. The percentage of satisfied clients (based on rating scale) is a measure of how effective the Department is in "providing highway services that meet customers' needs". "Somewhat satisfied" and "very satisfied" responses are totaled to get an overall indication of the level of satisfaction with provincial highway system.

##### **Where Are We Now?**

The three-year average for 2007/08/09 was 61.2%. Overall satisfaction in 2009 was 63.4%. Rates have been fairly consistent for the past 7 years, ranging from a low of 59% to a high of 63%.



Source: Highway Customer Surveys, 2004-2009

While the Department's performance in providing highway services plays a significant role in the satisfaction response, there are other factors that may influence the overall perception of satisfaction.



TIR continues to work on strategic activities to provide highway services that address customers' needs.

**Priority**

Continue our ongoing efforts to work with road building and consulting communities to improve road building quality throughout the province, through the use of liaison meetings, specification committees, industry groups, and local and international conferences.

**Accomplishments**

- TIR met regularly with the Road Builders Association, the Trucking Association of Nova Scotia (TANS), and other related industry groups.
- In September 2010, TIR co-hosted the Transportation Association of Canada (TAC) conference with the Halifax Regional Municipality (HRM), in Halifax. It brings together Federal, Provincial and Municipal transportation agencies, consultants and vendors from across the country for presentations and discussions on transportation related issues.

**Where Do We Want To Be?**

Our target was to increase the 3-year rolling average to 62% by 2010/11/12. In 2009 we conducted the last annual survey. Starting in 2012, the survey will be conducted every three years.

### **AN ACCEPTABLE LEVEL OF ROADWAY MAINTENANCE**

One of the measures for a desired outcome of roadway maintenance is monitoring the results of pavement deficiencies and traffic line paintings which have deficiencies in all four districts of the province. The next Road Condition Survey will be conducted in 2011-2012.

### **What Does This Measure Tell Us?**

Lower results in square meters of pavement deficiencies per center-line kilometers indicate that pavement deficiencies are more acceptable and high results show that improvements could be made to roadway maintenance. Lower percentage of traffic line painting indicates lower deficiencies of traffic line painting.

### **Where Are We Now?**

#### **Pavement Deficiencies**

The Central District was the only district with improvement to pavement deficiencies in 2008-2009; other districts increased their pavement deficiencies, with the Western presenting the largest increase (576m<sup>2</sup>).

#### **Traffic Line Painting**

The Western District decreased traffic line painting deficiencies by 37 percentage points in 2008-2009, compared to 2006-2007. The Eastern District increased traffic line painting deficiencies by 10 percentage points, while both Northern and Central districts decreased their deficiencies by 7 and 13 percentage points respectively.

Nova Scotia District	Pavement Deficiencies per center-line kilometers			Traffic Line Painting		
	2004-2005	2006-2007	2008-2009	2004-2005	2006-2007	2008-2009
Central	1,022 m <sup>2</sup>	1,624 m <sup>2</sup>	1,580 m <sup>2</sup>	47%	47%	34%
Northern	1,411 m <sup>2</sup>	1,748 m <sup>2</sup>	1,823 m <sup>2</sup>	11%	13%	6%
Eastern	844 m <sup>2</sup>	996 m <sup>2</sup>	1,088 m <sup>2</sup>	36%	26%	45%
Western	1,347 m <sup>2</sup>	1,304 m <sup>2</sup>	1,880 m <sup>2</sup>	41%	51%	14%

Source: Road Condition Survey, Provincial Highway System

TIR continues to work on strategic activities to provide a transportation network for the safe and efficient movement of people and goods.

**Priority**

Continue to upgrade of Trunk 4 between Sydney and St. Peter's and the repaving/widening of the Cabot Trail.

**Accomplishments**

- Two contracts were awarded for the Cabot Trail (Trunk 30) for the 2010-2011 construction season.

**Priority**

Increase the use of seal coats, thin lift overlays, and other pavement preservation techniques by 50% (from \$12 M in 2009-2010, to \$18 M in 2010-2011).

**Accomplishments**

- The use of pavement preservation techniques were increased in the 2010-2011 construction season and we continue to explore further uses and expansion of these techniques.

**Priority**

Develop and implement a 5-Year Repaving Plan.

**Accomplishments**

- On November 29, 2010, the 5-Year Highway Improvement Plan was approved and made public. The plan for the construction, maintenance, and improvement of roads and bridges across Nova Scotia will serve as a long term blueprint for building and maintaining our highway system.

**Where Do We Want To Be?**

By 2012, all four districts achieve 1,000 m<sup>2</sup> or lower of pavement deficiencies per center-line kilometers; and have 30% or less of traffic lines with deficiencies in all four districts (Central, Northern, Eastern, and Western).

The identification of gaps between the level of targeted results and what was achieved reveals pavement deficiencies areas that need to be improved to achieve an acceptable level of roadway maintenance. Through incremental improvements to roadway maintenance and by communicating the department's limitations TIR can work toward addressing these gaps in a systematic manner.

## **HIGHWAY SERVICES THAT ADDRESS CUSTOMER'S EXPECTATIONS**

Some of the Department's key services include filling cracks and potholes, and pavement markings (yellow and white lines). Through our highway customer survey we are able to collect data to determine how we are doing in meeting customers' expectations with respect to these services.

### **What Does This Measure Tell Us?**

Gap analysis measures the "gaps" between what Nova Scotians expect and what they receive. A gap exists if the service is considered to be of great importance to the public, while at the same time service expectations are not being met. Gap scores are derived from annual Highway Customer surveys and are reported as percentages. Lower gap scores indicate that service expectations are being met, high gap scores show that improvements could be made.

### **Where Are We Now?**

The gap score for filling cracks and potholes in the 2009 survey was the same as the gap score for 2005. There has been a decrease in the gap score for all pavement markings including yellow and white lines since 2005, to 65% in 2009, meeting our performance measure target in this area.

**Addressing Customers' Expectations – Gap Analysis**

Highway Services	2005	2006	2007	2008	2009
Filling cracks and potholes	86%	82%	91%	87%	86%
All pavement markings including yellow and white lines	73%	69%	81%	64%	65%

Source: Highway Customer Surveys, 2005-2009

TIR continues to work on strategic activities to provide highway services that address customers' expectations.

### **Priority**

Evaluate the new Highway Maintenance Standards that were developed in 2008-2009.

### **Accomplishments**

- Evaluation of new Maintenance Standards is ongoing.
- A supervisor's area within each district is selected to be audited each year.

### **Priority**

Continue to audit performance of operations in meeting Summer Maintenance Standards.

***Accomplishments***

- Internal audit to assess compliance with Summer Maintenance Standards was carried out in 2010-2011, and will continue for 2011-2012.

**Where Do We Want To Be?**

There has been a decrease in gap scores for both services in 2008 and 2009 surveys compared to the gap scores results since 2007. This decrease shows that the Department's actual service performance is moving in the right direction.

## **HIGHWAY INFRASTRUCTURE THAT SUPPORTS ECONOMIC GROWTH**

The condition of our highway system plays a key supporting role in the development of the provincial economy and is measured using an International Roughness Index (IRI). IRI measures the average level of pavement roughness for 100-series highways (i.e., the riding comfort of 100-series highways).

### **What Does This Measure Tell Us?**

IRI is measured on an increasing scale, where IRI = 1.00 would be new pavement, and IRI = 5.00 would be rough older pavement. An IRI value of 1.6 or below for 100-series highways is considered good according to the *National IRI Survey – 2001*. The level of riding comfort on 100-series routes reflects highways' contribution to increased economic development by enabling industry to access new resources, facilitating the transport of raw materials and finished goods, and providing mobility for workers and consumers to reach the work place and market place.

### **Where Are We Now?**

The riding comfort on our 100-series highways has improved. The IRI has decreased from a high of 1.41 in 2005, to 1.20 in 2010.

The percentage of 100-series highways with average IRI below 1.80 was 99.4% in 2005, dropped to 96.9% in 2006, was 97.0% in 2007, and remained at 99.4% during the last three years.

Supporting economic growth – IRI Level

IRI Level	2005	2006	2007	2008	2009	2010
Average IRI for the entire 100-series highways	1.41	1.37	1.37	1.30	1.28	1.20
% of 100-series highways with average IRI below 1.80	99.4%	96.9%	97.0%	99.4%	99.4%	99.4%

Source: Data produced by Automatic Road Analyzer (ARAN)

TIR continues to work on strategic activities to provide highway infrastructure that supports economic growth and make life better for families travelling our highways. This year's \$310 million capital construction budget is the second largest in the province's history after a record \$325 million investment in highway infrastructure in 2009.

### **Priority**

Continue to invest in infrastructure projects under the Base Funding Agreement and Build Canada Fund including the Stimulus Funding Agreement.

### **Accomplishments**

- The Stimulus Agreement has been extended to October 31, 2011, from March 31, 2011.



- Examples of infrastructure projects include: Highway 101 Margeson Drive Interchange and Connector, Fairview Overpass, Milford Underpass, Pinetree Road Overpass, Overland Bridge Rehabilitation and repaving of Highway 105.

**Priority**

Nova Scotia Long-Term Infrastructure Plan implementation.

**Accomplishments**

- The plan was completed and documents prepared to submit it to Executive Council.

**Priority**

Continue to invest in the expansion of the 100-series highway system through completion of planning, design, and construction activities.

**Accomplishments**

- Highway 101, Halifax to Yarmouth
  - Construction of the Hectanooga Rd Interchange was completed and opened to traffic on July 10, 2010
  - Twinning work of St Croix to Three Mile Plains was completed and opened to traffic on July 29, 2010, at a cost of \$20 million jointly funded by the federal and provincial governments
  - Construction of two of three sets of passing lanes between Coldbrook and Kingston were completed
  - The Environmental Assessment (EA) draft reports for twinning Three Mile Plains to Falmouth, and Hortonville to Coldbrook were completed
- Highway 103, Halifax to Yarmouth
  - Planning work continued on twinning Upper Tantallon to Hubbards at a cost of \$91 million (environmental assessment and other studies completed, and an Open House was held on March 10, 2011) including the proposed St. Margaret's Bay Interchange at a cost of \$10 million
  - Planning work on a new alignment between Broad River and Port Joli continued to bring it up to standards while improving safety and efficiency (Open House was held on February 18, 2010)
- Highway 104, New Brunswick to the Canso Causeway
  - Construction on twinning from New Glasgow to Pine Tree Rd was completed and the highway was opened to traffic on September 2, 2010
  - Construction on the new alignment from Addington Forks to Beech Hill Rd continued with three tenders completed, two active tenders for major projects

(\$17 million and \$13 million), and a final tender (\$24 million) planned to be completed in the fall 2012

- Planning and design work on the new alignment from Beech Hill Rd to Taylor Rd was completed
- Highway 105, Canso Causeway to Sydney
  - Construction continued on the Little Bras d'Or bridge replacement and the nearby bridge replacement
- Highway 107, Burnside to Sackville
  - Planning and design work continued on the new alignment
- Highway 125, in the Sydney area
  - Construction on the twinning from Balls Creek to Coxheath was completed and the highway was open to traffic on December 4, 2010
  - Planning and design work on the twinning from Sydney River to Grand Lake Rd continued
  - Clearing is completed and construction on the George St structure was started

#### **Priority**

Continue to install the Weigh-in-Motion (WIM) system which allows for high speed screening of commercial vehicles traveling on the highway, thus improving safety, saving compliant vehicles time, and eliminating possible resulting congestion. One system will be installed each year on a go forward bases until all scale locations are completed – Kelly Lake, Amherst inbound and finally Amherst outbound.

#### **Accomplishments**

- Kelly Lake WIM installation was completed on May 10, 2010.
- Amherst Inbound WIM was completed on December 8, 2010.

#### **Where Do We Want To Be?**

By 2012, TIR will strive to maintain the following IRI for Nova Scotia 100-series highways:

- Maintain the average IRI for the entire 100-series highways below 1.60
- Maintain the target of a minimum of 95% of 100-series highways with an IRI value of  $\leq 1.80$



### **IMPROVE HIGHWAY SAFETY**

TIR is working toward the outcome of “improving highway safety” through various programs and initiatives. TIR adopted the *Road Safety Vision 2010* as a measure of roadway safety benchmarks over time. The Department compares the average period 1996 to 2001 with annual base average period 2008 to 2010 with respect to total number of fatalities and serious injuries that occur as a result of traffic collisions during that period.

In September 2010, the Council of Ministers Responsible for Transportation and Highway Safety endorsed the *Road Safety Strategy (RSS) 2015*, which succeeds the *Road Safety Vision 2010*. The Road Safety Strategy will not include hard percentage based targets (i.e., 30% decrease in the average number of road users killed and seriously injured during the 2008-2010 period over comparable 1996-2001 baseline figures), but will seek to achieve directional downward trends in fatalities and serious injuries throughout its five-year duration. Downward trending will be measured using rate-based measures.

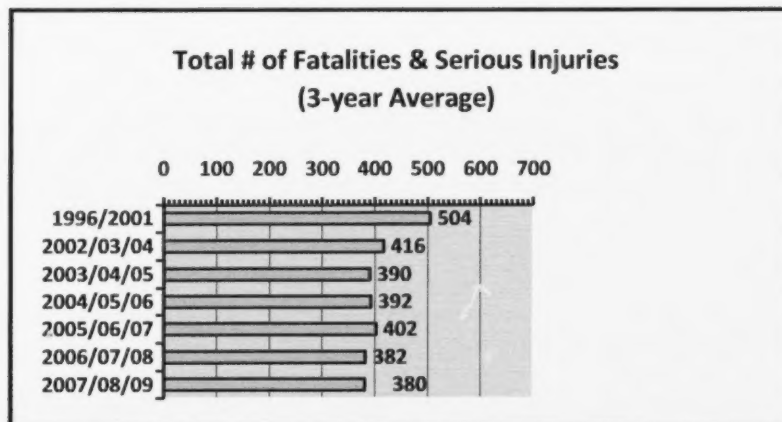
### **What Does This Measure Tell Us?**

Casualty rates are impacted by driver behavior, vehicle safety, enforcement, education, and engineering programs. The casualty rate is used by TIR as an overall indicator of how well government's programs are contributing to highway safety. A change in the casualty rate may be caused by any one or a combination of the factors listed. TIR is directly responsible for highway engineering initiatives and assumed responsibility for driver and vehicle rule making late in 2003-2004.

### **Where Are We Now?**

The three-year average rate has declined since it started being tracked. The average number of fatalities and serious injuries in 2007 to 2009 was 380. This represents a 24.6% reduction over the baseline data.

#### Traffic Collisions



Source: Nova Scotia Collision Record Database.

Data for 2008/09/10 were not available at time of report writing.

TIR continues to work on strategic activities to improve highway safety through various programs and activities.

#### Priority

Continue development of a road safety strategy for Nova Scotia, focusing on Nova Scotia issues and Nova Scotia solutions.

#### Accomplishments

- In 2010, the Department's focus has shifted from developing a strategy to an action plan and initial work has commenced

#### Priority

Implement the 2008 photo safety amendments to the *Motor Vehicle Act*, which provide for the use of photo safety equipment for speeding violations and red-light infractions.

#### Accomplishments

- A project team continued to review other jurisdictions and develop regulations to administer the photo safety program, in order to support municipalities who may wish to develop photo safety programs.
- A final report with program guidelines is being prepared for presentation to the Road Safety Executive Directors Oversight Committee.

#### Priority

Review measures to address speeding and intersection safety.

**Accomplishments**

- Excessive speed remains a leading cause of collisions on Nova Scotia's highways and this will be addressed as part of the road safety action plan and Photo Safety initiatives.

**Priority**

Implement better regulations for the commercial trucking industry to bring in rules that are consistent with practices in other jurisdictions and can be more easily understood by stakeholders.

**Accomplishments**

- New regulations for continued use of old equipment were implemented.
- New configurations, such as Long-Combination Vehicles, and Quad Axle Semi Trailers have been recognized as legal vehicles.
- A new guidebook for farmers have been released that outlines transportation rules as it relates to that industry.
- Work was started on new regulations clarifying weight reductions for short wheelbase trailers.
- New regulations for road classifications are being established allowing for more efficient communication with industry regarding allowable weights on road conditions.
- A new guidebook for truck drivers was prepared.

**Priority**

Provide leadership and administration through the Provincial Traffic Authority office for a comprehensive traffic authority program that promotes consistent and uniform traffic regulations and controls across the province.

**Accomplishments**

- A meeting with Traffic Authorities from across the Province was held on June 4, 2010. The technical sessions covered a variety of traffic engineering topics.

**Priority**

Increase the number of commercial vehicle inspections completed and increase hours of operation of scale house.

**Accomplishments**

- Seven new officers have been hired, certified, tested and are now on full duties
- All staff are trained and Commercial Vehicle Safety Alliance (CVSA) Inspection Certified

**Priority**

Enhance bridge inspection program.

***Accomplishments***

- Previous bridge inspection procedures were consolidated into one new bridge inspection procedure approved and implemented on April 7, 2010, *Inspection of Structures – Level 1, Level 2, Level 3*. The inspections are based on the National Bridge Inventory (NBI) condition rating system and their return period will be determined using a risk-based schedule.
- The Department is in process of hiring three new Bridge Inspectors. Two positions were filled.

**Where Do We Want To Be?**

Our ultimate target is to achieve a 30% reduction (i.e., to an average of 353) by 2008/09/10 compared to the average period 1996 to 2001.

## **ENERGY EFFICIENT AND SUSTAINABLE BUILDINGS**

TIR provides energy efficient and sustainable buildings to meet the guidelines of the Government's green policy for buildings. As part of the ongoing collaboration between the Public Works departments across Canada, TIR agreed to endorse and support sustainable "green" building design and to use Leadership in Energy and Environmental Design (LEED) as the tool to measure the degree to which each design meets the goal of achieving sustainable "green" building design.

### **What Does This Measure Tell Us?**

The LEED Green Building Rating System is a measurement system that assigns credit points for sustainable building initiatives in the design and construction phases. There are four levels of LEED certification: Certified, Silver, Gold, and Platinum (depending on the total number of points the building scores from a total of 62 points). LEED certification is only received after construction is completed.

### **Where Are We Now?**

TIR has applied for LEED Silver Certification for 21 buildings. In April 2008, Sir John A. MacDonald High School building was the first new building to achieve LEED Silver Certification. The Rankin School of the Narrows, was LEED Certified on April 26, 2010; the target for this building was Certified, not Silver Certified, because it pre-dated the Silver target.

TIR continues to work on strategic activities to provide energy efficient and sustainable buildings to meet the guidelines of the Government's green policy for buildings.

#### **Priority**

Design and construct all new buildings to achieve Leadership in Energy and Environmental Design (LEED) Silver Certification, where LEED certification is applicable. (Results are only known after the application has been reviewed by the certifying organization)

#### **Accomplishments**

- Where appropriate, all new buildings under the jurisdiction of TIR, are being designed and constructed to a minimum LEED Silver standard.
- LEED Silver Certification is still the policy requirement but as of 2010, TIR started targeting LEED Gold Certification on some of new construction projects.

#### **Priority**

Target some design and construction for new buildings to LEED Gold Certification standards.

#### **Accomplishments**

- LEED Gold (for design and construction) is being targeted for:

- Lunenburg P-9 School
- Yarmouth Memorial High School
- Bedford High School
- NS Medical Examiner's Facility

#### LEED Certification Initiatives

LEED Certification	2004-2005		2005-2006		2006-2007		2007-2008		2008-2009		2009-2010		2010-2011	
	%	#	%	#	%	#	%	#	%	#	%	#	%	#
New buildings designed to achieve LEED Certification	66	4 of 6	100	4 of 4	100	5 of 5	100	6 of 6	100	1 of 1	100	2 of 2	100	4 of 4
Any LEED Certification	50%	2 of 4	-	n/a	-	n/a	-	n/a	-	n/a	-	n/a	-	n/a
a) New buildings that received LEED Certification	-	1	-	n/a	-	n/a	-	n/a	-	n/a	-	n/a	-	n/a
b) New buildings that received LEED Silver Certification	-	1	-	n/a	-	n/a	-	n/a	-	n/a	-	n/a	-	n/a
c) New buildings that received LEED Gold Certification	-	n/a	-	n/a	-	n/a	-	n/a	-	n/a	-	n/a	-	n/a

Source: Public Works Construction and Design projects database and Canadian Green Building Council's (CaGBC) certification process (Note: n/a = not available; LEED certification is only received after construction is completed and the application is reviewed by the certifying organization)

#### Where Do We Want To Be?

TIR's ultimate target is that all new buildings be LEED gold certified.



## **ENERGY EFFICIENT AND SUSTAINABLE BUILDINGS**

Another outcome of "Energy Efficient and Sustainable Buildings" is to provide energy efficient and sustainable buildings in order to meet the guidelines of the Government's green policy and decrease energy consumption in all new government buildings and major renovation projects.

### **What Does This Measure Tell Us?**

This measure provides a comparison of simulated energy performance data to actual energy performance for new buildings and major renovation projects.

### **Where Are We Now?**

The actual energy data used for comparison purposes is provided by outside agencies and therefore, not always available for measurement purposes. Based on the data available, in 2003 the actual energy performance of four out of five (80%) buildings met or exceeded the theoretical energy performance. The actual energy performance of six out of seven (85.7%) buildings met or exceeded the theoretical energy performance in 2004. Data for 2005 onward are pending, but funds and resources are now allocated to process the data.

TIR continues to work on strategic activities to provide energy efficient and sustainable buildings to meet the guidelines of the Government's green policy for buildings and decrease energy consumption in all new government buildings and major renovation projects.

### **Priority**

Identify and implement projects to convert heating systems in government buildings from oil to natural gas, improving heating efficiencies

### **Accomplishments**

- In locations where natural gas is available, 21 government buildings (13 in HRM and 8 in Amherst), have been converted from oil to natural gas. Recent examples of conversion projects include:
  - Johnston Building and One Government Place
  - Halifax Provincial Building, Art Gallery of NS, and Province House
  - NSCC Akerley Campus
  - Government House
  - Public Archives of NS
- Identified NSCC IT Campus as new project to convert from oil to natural gas.
- Identified the first two designed natural gas buildings:
  - NS Medical Examiner's Facility
  - Bedford High School



**Priority**

Review and revise TIR's design requirements manual to incorporate the objectives and targets of the new Sustainable Procurement Policy, the Environmental Goals and Sustainable Prosperity Act (EGSPA), Climate Change Action Plan, and LEED Policy.

**Accomplishments**

- The Department's Design Requirements Manual (DC-350) has undergone a review and a revised version is now available. Appropriate references and specific requirements related to the EGSPA, Climate Change Action Plan, and LEED Policy have been included throughout the document.

**Priority**

Develop strategy to deal with new lease requirements for government space to address accessibility, environmental sustainability, and declining vacancy rates.

**Accomplishments**

- TIR is represented on a National Committee looking at developing a "green leasing policy".
- Currently all leased premises must be accessible to and safely usable by persons with disability, in accordance with the National Building Code.
- New lease requirements are now coordinated by Real Property Division, TIR.
- Continued to encourage departments to develop space requirements that allow for competitive bidding.
- TIR has determined that selling the Joseph Howe Building was the most cost efficient option for the province. (In 1987, the province signed a 25-year lease agreement with an option to buy the building, which was exercised in 1989.)

**Priority**

Finalize the exchange of strategic properties with HRM which will permit important developments to begin on these properties for the benefit of all Nova Scotians. In 2010-2011 TIR will complete the demolition of the old Queen Elizabeth High School, which will allow the land transfer to be finalized.

**Accomplishments**

- The tender for the demolition of the Queen Elizabeth High School was awarded in spring 2010.
- Deconstruction commenced in July 2010 and work is ongoing, with substantial completion targeted for early 2011-2012.

**Where Do We Want To Be?**

The annual target is to have 90% of actual results consistent with theoretical results. The percentage is targeted to increase to 95% (or more) by 2012.

### **HIGH AVAILABILITY OF "UPTIME"**

Another Public Works' main activity is public safety and radio communications. One of the goals of the Department is to ensure that there is a high availability of "uptime" for the public safety network field communications for public safety organizations (such as police, fire and ambulance) in Nova Scotia.

### **What Does This Measure Tell Us?**

Uptime is the percentage of time the site is available to process local and multi-group radio calls. Network availability, or "uptime", is determined by reviewing performance reports for each of the system's 69 tower sites. Each site's "service availability percentage" (i.e., the percentage of time the site is available to process local and multi-group radio calls or "uptime") is measured monthly in total hours (not including site outages as the result of planned maintenance work).

### **Where Are We Now?**

The Department has had network "uptime" above the target for three of the past six years. In 2010, uptime was just under the target of 99.90%, at 99.87%.

#### **Supporting Common Services to Government**

Uptime Service Availability	2005	2006	2007	2008	2009	2010
% of uptime (i.e., time the tower sites are cumulatively available to process local and multi-group radio calls)	99.96%	99.73%	99.96%	99.94%	99.74%	99.87%

Source: Monthly performance reports, Trunk Mobile Radio System

TIR continues to work on strategic activities to provide quality and effective common services to government departments, agencies, boards, and commissions.

#### **Priority**

Continue work on Trunk Mobile Radio systems replacement project to help ensure cost effective, quality inter-operable region-wide field services are available to emergency, public works, and private sector bodies into the future.

#### **Accomplishments**

- TIR worked on final request for proposals. RFP released on August 12, 2010, and is scheduled to close in the fall 2011.

### **Where Do We Want To Be?**

The annual target is to have 99.90% or above network availability.

## **OTHER ACCOMPLISHMENTS**

In addition to the Department's goals and priorities outlined in the 2010-2011 Statement of Mandate:

- The Department and the consultant team was this year's recipient of the Victor Thibault Award for Barrier Free Design by the Canadian Paraplegic Association of Nova Scotia for the renovations to Government House. The purpose of the award is to recognize the contribution of businesses, non-profit organizations and government agencies with regards to accessible renovations.
- On June 15, 2010, TIR Head Office's ReThink team won a 2010 Premier's Award of Excellence for their efforts in lessening the department's ecological footprint. The Premier's Award of Excellence is presented in recognition and appreciation of outstanding public service to all Nova Scotians. The TIR ReThink team at the Johnston Building also received the Mobius Environmental Award, as Institution of the Year, from RRFB (Resource Recovery Fund Board) Nova Scotia.
- The new cable ferry on the LaHave River, Lunenburg County, was officially christened July 29, 2010, as the Brady E. Himmelman to honour a long-time local ferry operator. Mr. Himmelman was in charge of the ferry at LaHave from 1948 until 1983. The \$3.5 million ferry can carry 14 full-size cars, two more per trip than its predecessor, the LaHave II. It was designed by EYE Marine Consultants of Dartmouth, and built by A.F. Theriault and Son Ltd. of Meteghan River.
- On October 6, 2010, Kevin Landry, Eastern District equipment instructor/inspector, was awarded the first annual Dr. Alan Middletown Workplace Literacy and Learning Award, in Toronto, by ABC Life Literacy Canada. Kevin has been an enthusiastic supporter and organizer of workplace education for many years at TIR and he's also co-chair of Nova Scotia Partners for Workplace Education. The ABC award recognized individual outstanding achievement in increasing workplace literacy and essential skills in the community.
- The Department presented the TIR Carrick (CLASS Act) Awards at the 2010 Employee Spring Conference. CLASS is an acronym standing for Creativity, Leadership, Above the Call of Duty, Safety, and Service. These awards are intended to recognize the good work of TIR staff. Award winners were:
  - Creative Thinking Through Innovation and Resourcefulness: Eric Gillis
  - Leadership: Marlene Boyd
  - Above and Beyond the Call of Duty: William (Bill) Smith

- Safety in the Workplace: John Green
- Service to Clients and /or the Public: Brian Hodges, David Ritchie, Adrian MacNeil.